



SUPER SPORTS
CB750FOUR-K
HONDA®

The Honda that started the superbike era has remained firmly in front of all the competition year after year. Way out in front. First, with no second in sight. It's the biggest selling big bike in history. All those hundreds of thousands of happy Honda CB750 customers can't be wrong. They knew this machine was it immediately. The first modern 4-cylinder bike.

The machine that introduced disc brakes. And millions of miles of satisfying riding later, they are more certain than ever that this is the best motorcycle for riding fun. Sporty blasts up winding mountain roads. Long tours across the country. Leisurely jaunts down to the store. This is it, however you ride. The one the others are trying to copy.





The best selling superbike
is best for good reason: reliability,
power, handling, safety.

Proven over the years by riders around the world, now improved significantly in many details.

4 carbs with accelerator pump for quick acceleration.

Safety receives a high priority from the engineers.

Lots of riders think the very best thing about this popular superbike is the name on the tank: Honda. They could be right.

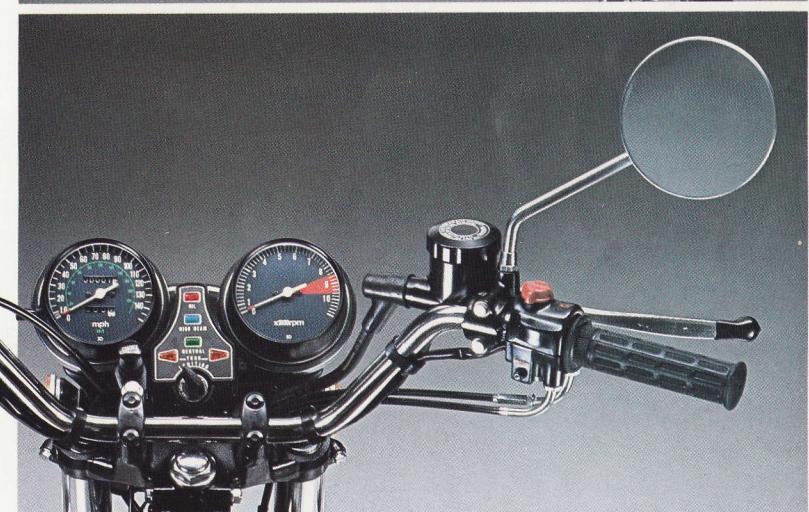
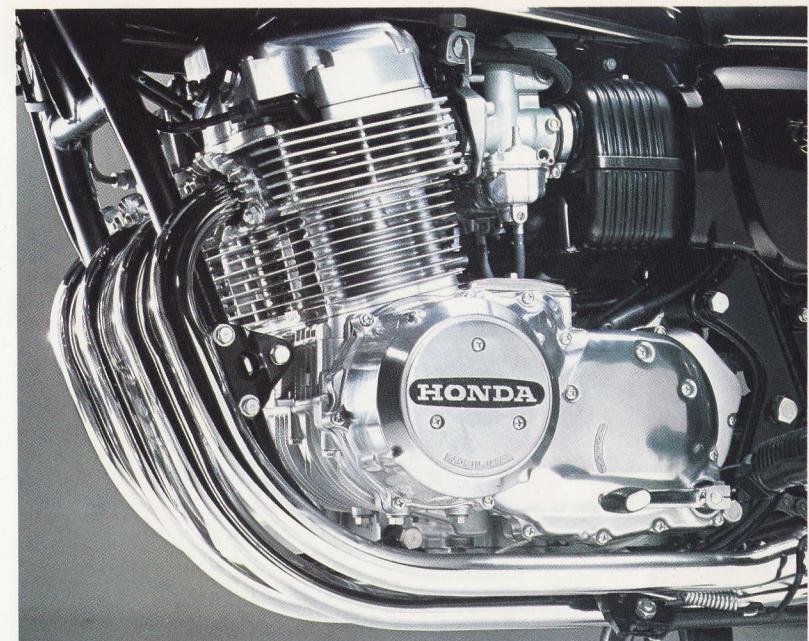
The Honda name is your assurance of top quality, reliability you'll be thankful for, greatly superior design and engineering, precision assembly in the world's most modern motorcycle factories, and a list of other advantages too long to enumerate.

The four-pipe CB750 started the superbike era, and more CB750s are on the road than all the other brands of 750s combined.

This year Honda engineers have given the CB750-K improvements in many areas to make the original superbike even more super. The results are added enjoyment every time you push the starter button, extra safety each time you ride.

You get a quick burst of power any time you twist the throttle grip, as the four synchronized carburetors have an accelerator pump which squirts a shot of gasoline into OHC 4-stroke need it. Gratifying, and safer, too, when you need quick power for overtaking or scooting out of a tight spot. The new carbs don't notice. A larger tank is fitted: 19 liters (5 US gal, 4.2 Imp gal). Ideal for touring.

Honda's research and development engineers want Honda riders to be happy. And healthy. So safe riding features get top priority. This is the bike that got the first modern disc brake. Big lamps, easy-to-read instruments, quality switches, smooth controls. Honda sets the standard for the industry. Like the double-sided key for the ignition switch that also locks the front fork. And a choke on the instrument panel.



The smooth and comfortable ride gets you to where you're going feeling fresh.

Quiet mufflers are seam-welded on bottom, really look great.

Bigger tires and a better chain improve the ride.

A superbike to help you discover the joy of motorcycling.

This high prestige bike is not a handful to handle and it doesn't vibrate you to death. Easy control and comfort are designed in. Even for your passenger. The back half of the seat is slightly higher, with a small tip-up at the rear. She will love it. A hydraulic telescoping fork and shock damped swinging arm smooth your way. Light controls all around, too, including the easy-changing 5-speed gearbox. And tidy touches like the recessed tank cap with a locked lid.

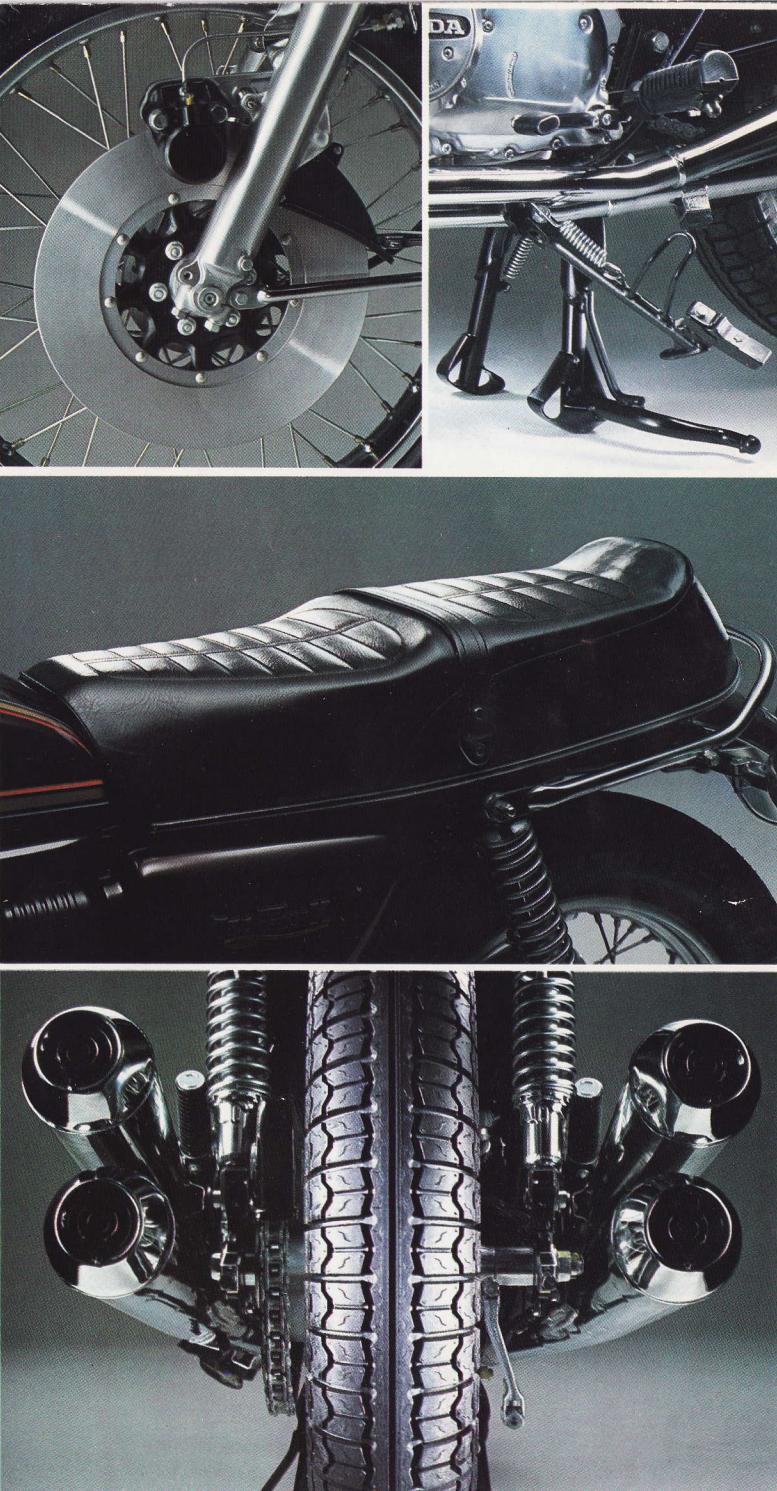
Here's that glorious four-pipe styling that looks so great on a sports machine. And this is the bike that started it. New mufflers are smooth on top, seam welded on bottom and neatly tapered at the end. They keep the decibels down yet sound great at the same time.

Larger tires are fitted this year for a better, safer ride. The fat high-speed-rated 4.50H17A in the rear and a front 3.50H19 are from the Honda GL1000 Gold Wing touring bike. They put more rubber on the ground for better stability, longer wear, quicker acceleration and added stopping power.

The chain has been beefed up, too, to cope with the power of this high performance superbike. The new chain has the lubrication sealed in with O-rings, to make it longer wearing.

Dozens and dozens of other superior features are included, as you would expect from Honda, the world's biggest motorcycle manufacturer. Folding footpegs are spring-loaded. A sturdy handrail circles the rear of the seat. Electrical circuits are separate, with three fuses. A strong side stand is fitted. Helmet holders are located under the seat, which locks shut with the ignition key. A cover keeps the brake disc from slinging rain water onto the engine. The naked front fork and uncovered rear shock springs add a clean, lean look.

Take a ride. You'll find the Honda CB750 Four-K is the bike for you. Discover the joy of motorcycling.





CB750 FOUR-K SPECIFICATIONS



Engine	736 cc OHC four cylinder 4-stroke
Bore x Stroke	61 x 63 mm (2.40 x 2.48 in)
Compression	9.2:1
Carburetors	Four 28 mm piston valve, with accelerator pump
Starting	Electric push button or kick
Clutch	Wet multi-plate
Transmission	5-speed
Frame	Double cradle steel pipe
Dimensions L x W x H	2,280 x 880 x 1,185 mm (90 x 35 x 47 in)
Wheelbase	1,495 mm (58.9 in)
Fuel Tank Capacity	19 liters (5 US gal, 4.2 Imp gal)
Tires	3.50H19 front rib, 4.50H17A rear block
Brakes	Hydraulic disc front, SLS drum rear
Dry Weight	231 kg (508 lb)

Specifications subject to change without notice.

Ride alert. Dress right. Wear a helmet. Enjoy
safe motorcycling.



WORLD'S LARGEST MOTORCYCLE MANUFACTURER
HONDA[®]
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